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most instructive, showing conclusively that the employer does not in any way bear the loss of industrial accidents, but that the loss is borne first, by the worker in loss of wages, second, by the home in the loss of its economic support, and third, by the community in that it is forced to maintain the injured workingmen or their families. To this statement of the problem of work accidents, as it appears in the abstract, the author has appended an excellent summary of the employer's liability, with a discussion of the law and the possibilities of liability legislation. Few more effective studies of social problems have appeared in recent years than the accident study which Miss Eastman has made and presented so effectively.

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Gregory, H. E., Keller, A. G., and Bishop, A. L. *Physical and Commercial Geography*. Pp. viii, 469. Price, \$3.00. Boston: Ginn & Co., 1910.

The authors have adopted a three-fold division of the subject: Part I, The Natural Environment; Part II, The Relation of Man to Natural Conditions; and Part III, Geography of Trade. The triple authorship corresponds to these three parts. In the book as a whole there is much to commend, while in individual respects there are many defects.

Part I, The Natural Environment, sets forth in 120 pages, the salient features of physical geography—such as, ocean, coast line and harbors, topographic forms, soil, waters of the land, atmosphere and climate. The limitations of space render it impossible for this part to stand in any way as an adequate substitute for the usual text on physical geography. It is simply an introductory section to the two which follow. In any circumstance, however, it is difficult to see the reason for giving to sand dunes half as much space as is accorded to plateaus. It is also somewhat surprising to find valleys considered as a topographic form; to find a discussion of the growing season and types of rainfall in the United States under topography instead of under the atmosphere and climate; while one is led to question sharply restriction of the term *alluvial plain* to cover only *alluvial fans* and *cones*.

Part II, which covers about the same amount of space, is devoted to two main topics: (1) Human adaptation and the effect of environmental influences; and (2) the development of trade, under the headings, agents of trade, trade routes, historical sketches and trade manipulation. This part is the best portion of the book. In many respects it is a real contribution to the field of geographic texts, since it unites in clear, concise form many of the most fundamental principles of human geography. The only real criticism which can be raised against Part II is the fact that however important the question of trade manipulation may be to the understanding of *commerce*, it is, as discussed here, hardly to be considered as geography.

Part III is the unfortunate part of the book, for in spite of being accorded approximately one-half the total space, it falls distinctly below

the standard of the first two parts. Part III is devoted to a discussion of the three leading commercial nations; one hundred pages to the United States; fifty-eight pages to the British Empire; and eleven pages to the German Empire. Under the British Empire, India, with a trade equal to Canada and Australia combined, is accorded less space than either of the latter countries.

The German Empire, the commercial rival of the United Kingdom, has no more space than either Canada or Australia, while three out of the eleven pages on Germany are devoted to a discussion of rye and sugar beets. From the standpoint of German agriculture these two crops are admittedly important, but they are comparatively unimportant in Germany's commerce. These points give an idea of the shortcomings of Part III. In addition there are frequent inaccuracies of statement and sins of omission, among which may be mentioned: the statement (p. 316) to the effect that the Southern cotton mills in the United States produce the finer goods; no mention of any centers of the cotton textile industry; and the statement (p. 309) that there has been no "serious absolute decline in production" of petroleum from the Appalachian field. As a matter of fact the five years preceding the one for which the authors' statistics are taken show an actual decline of over 25 per cent. Part III is not enough of an advance beyond the older books to outweigh these shortcomings.

For a place where only one course in geography can be offered this book is the best single text yet available. Where more than one course is offered it can hardly find a place, except in the use of the really excellent Part II for reference reading.

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Haney, L. H. *A Congressional History of Railways in the United States.* Volume II. Pp. 335. Madison, Wis.: Democratic Printing Company, 1910.

In this, the second volume of his congressional history of railways, Dr. Haney considers the period 1850 to 1887. His sources, as in the earlier volume, are the Congressional Globe, Executive Documents, Presidential Messages, and other public documents; and his purpose is to trace the history of railways as shown in the activities of congress, and to trace the activities of congress in so far as they dealt with railways. Mr. Haney pronounces it a "history of action and reaction between railways or railway companies and the government. A congressional history of railways is a study in the activities of our federal government in regard to transportation by rail."

The relations between congress and the railways were twofold,—first "aid" and second "regulation." Book I contains an account of federal land grants, the attempts made by congress to make and enforce stipulations as to the free carriage of troops, mails, etc., by land grant railways, and the